Pre-accident Planning

Refrences:

AR 389-95

AR 385-40

AR 420-90

FM 1-300

DA PAM 385-40

Pre-Accident Planning

PURPOSE: Aircraft accidents and emergencies occur suddenly or with a minimum of advance warning. They may result in fire and serious injury or death to occupants of the aircraft. It is extremely important that all members reacting to an aircraft accident, especially fire fighting and rescue personnel be trained to act as quickly and efficiently as possible.

Pre-Accident Planning

PURPOSE:

A comprehensive well rehearsed pre accident plan may be……

the single most important risk reduction control measure you put into place !

Pre-Accident Planning

- **Pre-accident planning terms**
  - **<u>Pre-accident Plan</u>: A consolidated plan that contains essential information for all personnel that could be required to support a ARFF mission, mishap investigation, or aircraft recovery. Includes duties, responsibilities, training programs, etc.**

Pre-Accident Planning

- **Pre-accident planning terms**
  - **Crash Alarm System:**
    - **An element of a pre-accident plan**
    - **"Generally" in checklist form**
    - **Listing both primary (Group I) and secondary (Group II) agencies, method for notification (phone numbers) and "IMMEDIATE ACTION" steps to take when notified**

Pre-Accident Planning

- **Terms, cont**
- **Primary – Emergency Rescue Response**
- **Secondary – Internal Unit Actions**

Pre-Accident Planning

- **Pre-accident planning terms**
  - **Pre-accident Plan vs. Crash Plan**
    - **All pre-planned procedures or advance preparation that will reduce the confusion that normally exists during emergency situations can be considered “pre-accident” planning.**
    - **The pre-accident plan should contain detailed instructions on everything from egress training and crash rescue drills, to individual duties and responsibilities.**

Pre-Accident Planning

- **Pre-accident planning terms**
  - **Pre-accident Plan vs. Crash Plan**
    - **The Crash Plan is a checklist which lists all agencies, methods of contact, phone numbers and brief description of the steps to take when a mishap occurs.**

Pre-Accident Planning

- **Pre-accident planning requirements (AR 385-95)**
  - **A pre-accident plan is required for all organizations operating Army aircraft**
  - **Regulations do not discriminate between garrison and field pre-accident planning requirements**

Pre-Accident Planning

- **Pre-accident planning requirements**
  - **AR 385-95 (Para. 2-3, pg 19 and Appendix C)**
    - **Commanders….develop written plan**
    - **Pre-Accident Plan….Interface with airfield, installation and higher**

      (AR 385-40, par 4-1)

Pre-Accident Planning

- **Operations officer responsibilities**
  - **Prepares and maintains the unit pre-accident plan, will use expertise of ASO and others (1-6 c)**
  - **Rehearses and reviews the pre-accident plan at least quarterly**

Pre-Accident Planning

- **Safety officer responsibilities (1-6d)**
  - **Rehearses and reviews the pre-accident plan with the operations officer at least quarterly**
  - **Ensures all applicable agencies test, or are included in consolidated training, for their portion of the pre-accident plan**

Pre-Accident Planning

- **Safety officer responsibilities**
  - **Assists the accident investigation board**
  - **Prepares the accident report and makes a preliminary classification of the mishap (6 P's apply here !)**
  - **Reviews all reports before submission (AR 385-40)**

Pre-Accident Planning

- **Flight surgeon responsibilities, (1-6g)**
  - **Ensures the medical portion of the pre-accident plan is adequate**
  - **Supervises and plans the training of crash rescue medical personnel**
  - **Assists the accident investigation board as required**

Pre-Accident Planning

- **Pre-accident planning (AR 420-90)**
  - **Establishes basic policies, procedures, and standards for aircraft rescue and fire-fighting services (ARFF)**
  - **A pre-accident plan and training program is required for all Army airfields including temporary (field) airfields**

Pre-Accident Planning

- **Pre-accident planning (AR 420-90)**
  - **At non-Army airfields used by the Army either the airfield operator or if necessary the Army will provide aircraft fire-fighting and rescue services (Based on A/C movements)**

Pre-Accident Planning

- **Pre-accident planning (AR 420-90)**
  - **The MEDDAC commander is responsible for the assignment of properly equipped and manned ambulances**
  - **At least one ambulance, or substitute vehicle, with crew, will be on call during scheduled flying hours or at other times designated by the installation commander**
  - **At non Army airfields the ambulance service will be provided by the host installation commander (para 5-3)**

Pre-Accident Planning

- **Pre-accident planning (AR 420-90)**
  - **Ambulance personnel will be trained in emergency medical treatment and procedures for evacuation of injured personnel (para 3-4b)**

Pre-Accident Planning

- **Aircraft accident emergency teams (para 5-5)**
  - **Group I (primary) emergency services**
    - **Fire-fighting and rescue crews**
    - **Ambulance and medical personnel**

Pre-Accident Planning

- **Aircraft accident emergency teams (para 5-5)**
  - **Group II (supporting personnel)**
    - **Maintenance personnel**
    - **Provost marshal, military police, guards**
    - **Photographer**
    - **Aviation Safety Officer**

Pre-Accident Planning

- **Aircraft accident emergency teams (para 5-5)**
  - **Group III (official duties)**
    - **Commanders (Installation, Tactical, Airfield)**
    - **Installation Fire Marshal**
    - **Accident Investigation Board**
    - **Chaplains**
    - **Public Affairs Officer**
    - **EOD (Depending on the situation EOD may be required immediately)**

Pre-Accident Planning

NOTE:

Ensure your pre-accident plan takes hazardous material incidents (spills, leaks, etc.) into consideration. Environmental regulations require organizations to have "contingency plans", contact your local environmental office for specific requirements.

Pre-Accident Planning

- **Off airfield emergency actions**
  - **Air Crash, Search, and Rescue (ACS&R) Maps(FM 1-300)**
    - **Minimum coverage of 15 nautical miles around the airfield using a large scale map (para 2-10f)**
    - **Will use concentric 3-, 5-, 7-NM circles and an alpha numeric grid system**
    - **Copy posted in each area where emergency calls are received**

Pre-Accident Planning

- **Off airfield emergency actions**
  - **Air Crash, Search, and Rescue (ACS&R) Maps**
    - **Copy carried in all vehicles and aircraft**
    - **Ensure all personnel understand how to use the crash map……..Rehearse**

Pre-Accident Planning

- **Off airfield emergency actions**
  - **Aircraft Support. Any available aircraft will help guide emergency response vehicles to the proper location and give advance information about the accident**

Pre-Accident Planning

- **Off airfield emergency actions**
  - **Local Assistance. Requests for local civilian fire-fighting equipment, ambulances, and personnel will be made when feasible (AR 420-90, para 5-2)**
  - **(6 P's again), MOA's and rehearsals**

Pre-Accident Planning

NOTE:

The Fire Chief, or senior fire fighter assumes operational control of the accident site until the site is declared safe for entry (DA PAM 385-40, para 2-2a)

Pre-Accident Planning

- **Communications requirements**
  - **Emergency communications will be established to those agencies involved with the saving of lives and equipment**
  - **Do not overlook this aspect during field exercises**

Pre-Accident Planning

- **Communications requirements**
  - **Primary Communication Network:**
    - **Immediately notifies emergency responders**
    - **Direct wire intercom or telephone**
    - **Should be tested daily (FM 1-300)**
    - **During field operations use what is available,(TA-312, switchboard, Cell Phone, etc).**
    - **Ensure a method to notify local emergency responders is developed and tested (local fire, police, and hospital)**

Pre-Accident Planning

- **Communications requirements**
  - **Agencies on the Primary Net:**
    - **Fire Department**
    - **Medical Facility**
    - **Flight Operations**
    - **ATC Tower, GCA**
    - **Military Police**

Pre-Accident Planning

- **Alternate Communication Network:**
  - **Serves as a back up for the primary system**
  - **Should also be tested daily (FM 1-300)**
  - **Activated immediately upon completion of the primary system for those agencies who fail to respond**

Pre-Accident Planning

- **Secondary Communication Network:**
  - **Generally operated through regular telephone lines**
  - **Telephone numbers should be confirmed periodically, (quarterly in conjunction with rehearsals)**
  - **During field operations use what is available, tactical radio net, MRT (mobile radio telephone), beepers, runner, etc.**

Pre-Accident Planning

- **Field/Tactical pre-accident planning**
  - **Can combine aviation and ground plans**
  - **Should tie into the airfield's pre-accident plan**
  - **Keep it simple**
  - **Procedures to notify the next higher headquarters in the event of a major accident**

Pre-Accident Planning

- **Field/Tactical pre-accident planning**
  - **Develop evacuation route map**
  - **Coordinate with local fire, medical, and police departments to include local airfield's pre-accident plan**
  - **Teach local responders ARFF features of your aircraft, vehicles**
  - **Develop crash plan with local numbers**
  - **Test**

Pre-Accident Planning

- **Site Security (AR 385-40)**
  - **The commander who first becomes aware of an accident will:**
    - **Take actions to secure the site**

Site Security

- Aviation Safety Officer. Takes charge of the accident site until the investigation team arrives (after declared safe by crash rescue personnel) (DA PAM 385-40)
- Preserves the accident site for investigation
  - Protection of government property
  - Protection of personnel (bystanders, support personnel, etc)

Pre-Accident Planning

- **ASO accident investigation kit**

  (issue or personal ?)
- **Really need 2 kits……**
- **Regulations (AR 385-40, DA PAM 385-95)**

Post Accident Actions

Pre-Accident Planning

- **Post accident Planning:**
  - **Organize in advance the actions you plan to take after a major mishap**
  - **Information provided here is oriented on unit actions rather than investigation team actions**

NOTE:

This information is designed to be used at the discretion of the Commander. Since each accident is unique, the actions required after an accident must be tailored to the

Pre-Accident Planning

- **Notification of the Next of Kin (NOK) for fatalities/serious injuries**
  - **Notification should be conducted by no lower than Battalion Commanders**
  - **The following personnel should be considered to accompany the Commander during his notification:**
    - **Chaplain**
    - **Medical Officer**
    - **Command Sergeant Major/First Sergeant**
    - **Survival Assistance Officer (SAO)**

Pre-Accident Planning

- **Unit Alert/Brief Unit. Call a muster formation in order to:**
  - **Establish accountability and positive control**
  - **Disseminate known facts and quell rumors**
  - **Brief OPSEC and release of information**
  - **Utilize unit members in support of mishap requirements**

Pre-Accident Planning

- **Establish an Emergency Operations Center (EOC).**
  - **The EOC will maintain:**
    - **Communications**
    - **A point of contact for release of information through the PAO and chain of command**
    - **A Staff Journal**

Pre-Accident Planning

- **Assign an SAO/Escort Officer. A SAO will:**
  - **Be assigned in accordance with the NOK's wishes**
  - **Coordinate with the assigned SAO**
- **Unit Stand Down (Optional)**

(Survival & Assistance)

Pre-Accident Planning

- **Centralized Accident Investigation Checklist. Provide the CAI a place to work, secretarial assistance and:**
  - **Weather report**
  - **Estimated cost of damage (ECOD)**
  - **Equipment improvement recommendation (EIR) (as required)**
  - **DA Form 2407 (as required)**
  - **Fuel and oil samples**

Pre-Accident Planning

- **Provide the CAI:**
  - **Weight and balance historical files**
  - **Weight and balance for mishap flight**
  - **Performance planning card (PPC) for mishap flight**
  - **Maintenance records (6 months file)**
  - **Individual flight records (closed out)**

Pre-Accident Planning

- **Provide the CAI:**
  - **Individual ATM records**
  - **Individual medical files**
  - **Individual 201 file**
  - **Flight plan**
  - **Aircraft logbook**

Pre-Accident Planning

- **Provide the CAI:**
  - **DD Form 2408-5, -12, -13, -14**
  - **Mishap site photographs (especially if necessary to move the aircraft or disturb the scene)**
  - **List of witness names, location and contact information**
  - **ALSE**

Pre-Accident Planning

- **Airspace Control of the Mishap site**
  - **Designate a suitable discrete frequency**
  - **Restrict the airspace surrounding the mishap site by NOTAM, contact ATC**
  - **Control of landing site and parking areas**

Pre-Accident Planning

- **COMSEC and Security of Personal Effects**
  - **Notify COMSEC Officer as appropriate**
  - **Secure equipment, if separate from aircraft, once released by the investigation team or, if necessary, when it has been properly marked on a wreckage distribution diagram**
  - **Inventory and note the location of personal effects**

Pre-Accident Planning

- **Pathology**
  - **Once all lifesaving efforts are concluded bodies must be maintained in local morgue until the arrival of the investigators from the AFIP (Armed Forces Inst. Pathology).**
  - **All aircrew members will undergo an autopsy.**

- **Aviation Life Support Retrieval Program (ALSERP)**
  - **DA PAM 385-40 governs the ALSERP stating "all life support and personal equipment which is in any way implicated in the cause or prevention of injury be shipped to USAARL (United States Army Aeromedical Research Laboratory)." Paragraph 2-4h places the burden, in the determination of whether or not an item should be shipped, on the accident investigator.**

Pre-Accident Planning

- **ALSERP, cont**
  - **Equipment items sent to USAARL will be noted on item 7, DA Form 2397-10R (Technical Report of US Army Aircraft Accident).**
  - **The turn-in inventory sheet does not constitute accountability. IAW AR 735-11, unit accountability will be maintained by itemizing the equipment on DD Form 200 (Report of Survey) or DA Form 444 (Inventory Adjustment Report).**

- **Aviation Life Support Retrieval Program (ALSERP)**
  - **USAARL will send a letter of receipt to the originating unit within 5 days of delivery. Upon completion of laboratory analysis, USAARL will dispose of unserviceable items and return serviceable items to owning units.**

Pre-Accident Planning

- **ALSERP, cont**
  - **The accident investigation team should contact USAARL at DSN 558-6895/6893 or commercial (334) 255-6895/6893 if any questions arise regarding the identification and shipment of mishap life support equipment.**

Questions ?